

Page 1, line 3, amend as follows:

~~Prior Art~~ Background of the Invention

Page 1, amend the paragraph in lines 4-7 as follows:

The invention relates to a wiper system for vehicles as generically defined by the preamble to claim 1 and to a method for operating a wiper lever linkage of a wiper system for vehicles of claim 10.

Page 2, line 8, amend as follows:

~~Advantages~~ Summary of the Invention

Page 2, amend the paragraph in lines 9-25 as follows:

The wiper system of the invention ~~having the characteristics of claim 1~~ has the advantage over the prior art that for the same installation space, a markedly longer stroke and thus a larger swept field can be achieved with the wiper lever linkage than in the known wiper system with the four-bar wiper lever linkage. It is understood that it is also possible to design

a wiper lever linkage that, for at least essentially the same-sized swept field or essentially the same feasible stroke length in the known four-bar wiper lever linkage, has a smaller installation space. To achieve a large swept field with a compact design of the wiper lever linkage, it is provided in the wiper system of the invention that the coupling element is embodied in multiple parts and has a first coupling part and a second coupling part, which are coupled to one another with the aid of a joint. A five- bar wiper lever linkage is thus created in which an exact control of the stroke is possible.

Page 4, line 22, amend as follows:

~~Drawing~~Brief Description of the Drawings

Page 5, line 14, amend as follows:

Description of the ~~Exemplary~~Preferred Embodiments

Amend the paragraph bridging pages 7 and 8 as follows:

The wiper system 1 further includes a drive device 41 for the wiper lever linkage 3; all that can be seen in Fig. 1 of this drive device are a

first drive crank 43 and a second drive crank 45. The first drive crank 43 is coupled in a manner fixed against relative rotation to the first shaft 21, with which the first pivot lever 5 is also connected. The disposition of the first drive crank 43 and the first pivot lever 5 on the shaft 21 is selected such that they are disposed facing one another in a pivoted position; because of the connection in a manner fixed against relative rotation between the first shaft 21 and the drive crank 43 and the pivot lever 5, the angle  $\alpha\beta$  between these parts is constant during a reciprocating-pivoting motion of the wiper lever linkage 3. The second drive crank 45 is disposed on the second shaft 29 at a position that is offset in terms of rotational angle from the second pivot lever 7 and is connected to the second shaft in a manner fixed against relative rotation. Because of this design, the angle  $\gamma$  between the drive crank 45 and the pivot lever 7 is also constant during a displacement of the wiper lever linkage 3.

Please amend the paragraph bridging pages 8 and 9 as follows:

In Fig. 1, a dashed line represents a known four-bar wiper lever linkage, which likewise has first and second pivot levers that are joined together via a rigid, one-piece coupling element; the coupling element is

connected to the pivot levers each via a respective joint. A wiper arm with a wiping element is also mounted on the four-bar wiper lever linkage, and upon a reciprocating-pivoting motion of the wiper lever linkage, this arm sweeps a swept field whose lower edge 4355 is represented by a dashed line in Fig. 1. A comparison shows that the swept field of the five-bar wiper lever linkage 3 and that of the four-bar wiper lever linkage are essentially the same size; that is, the height and width of the swept fields are approximately the same. The wiper lever linkage 3 of the invention, however, requires markedly less installation space than the conventional four-bar wiper lever linkage, which is advantageous particularly when the wiper lever linkage 3 is disposed in the front-end region of a motor vehicle, since there is only little space available there to accommodate the wiper system 1. One reason for the compact design of the wiper lever linkage 3 is especially the lesser spacing of the first bearing 23 from the second bearing 25 for the wiper lever linkage 3, which is possible only because of the multi-part design of the coupling element 9.